Review of safety norms

3088. SHRI RAMA MUNI REDDY SIRIGIREDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have constituted a High Powered Committee to review the safety norms, etc. followed by private operators of chartered aircraft;

(b) if so, the details thereof and whether the Committee has submitted its report; and

(c) if so, what are the recommendations of the Committee?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) A Committee was constituted by Ministry of Civil Aviation on 01.10.2001 under the Chairmanship of Shri Sunil Arora, Joint Secretary, Ministry of Civil Aviation to undertake comprehensive review of systems and procedures for acquisition, maintenance and operation of small aircraft. The Committee has submitted its report on 08.11.2001.

(c) In all, the Committee made 55 recommendations, details of which are available in the enclosed Statement.

Statement

Recommendation to undertake comprehensive review of sysems and procedures for acquisition, maintenance and operation of small aircraft

Applicable to Airworthiness and Safety

1. Each operator of small aircraft engaged in Non-Scheduled operations should be brought under approval system keeping in view the scope and type of operations, and should nominate an Accountable Manager as per the provisions of CAR where the operator has his own maintenance agency.

2. All operators including private operator should have a

designated Quality Control Manager to carry out all attendant functions.

3. All operators for a given type of aircraft should follow Standardised Maintenance Schedules approved by DGCA.

4. Quality Control Manuals of the operators should have commonality to help in standardisation of Quality Assurance Practices and Programmes.

5. The syllabus for granting Aircraft Maintenance Engineer's Licences should be reviewed for necessary amendments with specific emphasis on Quality Control functions awareness.

6. The system of Defect Recording, Reporting, Investigation, Rectification and Analysis needs to be strengthened and monitored for private^hon-scheduled operators>flying clubs and State Government Aviation Department. Defect(s) carried forward under the provisions of MEL, if any, should be strictly monitored.

The requirement related to Minimum Equipment List (MEL) should be stipulated for small aircraft operators also, wherever applicable, as per the type of aircraft.

7. A system of carrying a standardised Flight Report Book on board the aircraft by all operators should be implemented. This document would have different sections to record flight, technical and maintenance related data.

8. Certification of airborne radio equipment for all types of aircraft may be aligned with the issuance of Certificate of Flight Release for the aircraft wherever possible.

9. The CAR issued relating to airworthiness of ageing aircraft should be made applicable to all types of aircraft in operation as per manufacturers requirement. The various associated control & prevention programme on this aspect should be integrated with regular maintenance schedules. The necessary documentation, if required in this regard, should be prepared-reviewed and approved by Regulatory Agency.

10. Aircraft with all up weight of 5,700 kgs. and above should be

maintained by approved Maintenance Organisations.

11. The fitment of CVR & FDR to be made mandatory even in small twin engine aircraft where STC is available.

12. All aircraft permitted to fly in Instrument Meteorological Conditions (IMC>Night Conditions and carrying passenger(s) should mandatorily have serviceable weather radar, provided STC is available, and the pilots operating such flights should undergo prior training in operatin^lnterprelation of weather radar picture.

13. Test flight requirements for aircraft flying with Private/Non-Scheduled Operators'Flying ClubsState Governments should be mandatory with every C of A renewal, whether on annual or six monthly basis as the case may be.

14. Small aircraft operators should mandatorily prepare a Flight Safety Manual duty vetted by the DGCA is line with as required by the Scheduled Operators for enhancing safety of operations.

15. Small aircraft operators should prepare Operations Manual Handbook for guidance of their personnel engaged in aircraft operations.

16. DGCA may amend the existing requirements for providing Load & Trim Sheet on aircraft whose manufacturer provide the necessary documentation for the purpose. The Pilot-in-command or any other person duly trained to the satisfaction of DGCA, would be responsible for preparation of such Load & Trim Sheet before commencement of the flight.

17. For various CAR requirements applicable to small aircraft operators, there should be strict compliance and monitoring by the operators themselves for adherence of laid-down standards through frequent Safety AuditsSurveillance Check*5pot Checks. Regular reports on related issues should be obtained from the operators by Regulatory Agency.

18. Adequate Human Resource infrastructure with small aircraft operators is essential to comply with maintenance and flight safety standards, as stipulated by the Regulatory Agency. The Human

Resource should be in proportion to the level of operations anoVor schedulediinscheduled maintenance work undertaken by the owners/ operators. The norms for deployment of personnel in such organisations should be established which should be both quantifiable and verifiable. The educational standards of the personnel to be inducted for aircraft maintenance functions should also be reviewed. It is recommended that a Sub-Committee may be appointed by the Government consisting of retired Engineering Executives from aviation field and representatives of the industry and the DGCA to give recommendations in this regard within a proposed period of two months.

Applicable to Surveillance Checks'Safety Audits

19. The deficiencies detected during Surveillance Checks anoVor Safety Audit Inspections, should be rectified by the small aircraft owner/operator in a time-bound manner.

20. Special emphasis should be laid by the small aircraft operators on updation of manuals, schedules, components history cards and all other related Quality Control and Flight Safety documentation.

21. Availability and procurement of all technical documentation like Aircraft Maintenance Manual, Illustrated Parts Catalogue, Airworthiness Directives, Services Bulletins etc. must be arranged and made available to all concerned by the small aircraft operators. QC Manager and/or Accountable Manager should be made responsible for this task.

22. The infrastructure presently available with DGCA for Surveillance Checks and Safety Audit Inspections on General Aviation Sector is not adequate. This should be augmented on urgent basis, both in terms of appropriate manpower as well as infrastructure needed for the task of mounting operational surveillance through suitable flight operation Inspectors and auditing of the organisation capability including Engineering and other infrastructure etc. by appropriately trained Audit Inspectors.

23. The rotary wing aircraft (helicopters), by virtue of their design, nature of operation and type of maintenance>airworthiness41ight

safety requirements, need a special set-up to formulate and monitor their specific requirements. It is, therefore, recommended that the DGCA should have a separate Cel^Section for rotary wing aircraft. This Section should be provided infrastructure both in terms of manpower as well as required facilities.

Applicable to Training of Pilots

24. Improved training should be given to pilots operating small aircraft with respect to topography of area of operation, importance of minimum safety attitude requirements, Instrument Flight Rules Operations etc.

25. Pilots' training for Meteorology and Aerodynamics to be strengthened detailed theoretical knowledge in these subjects to be imparted which should be augmented by practical meteorological awareness during flying training.

26. Flying techniques in bad whether should be taught more exhaustively. Pilot's training and knowledge for phenomena like staff, pre-stall, buffet etc. and their effects on aircraft and how to come out of these unsafe conditions must also be taught on Simulator, wherever available, during abinitio training as well as subsequent courses.

27. Specific training institute with appropriate infrastructural facilities be encouraged and approved to:

- Impart a regular training course to train aviation accident/ incident investigators on all General and specific aspects and effectively managing its aftermath in respect of passengers[7] relatives as well as providing all necessary aid to Govt, bodies, Court of Enquires etc.
- Impart regular training courses to all Pilots, Engineers and other operational staff of Scheduled Operators and those of Non-Scheduled, private operators, State Government and Flying Clubs on importance of Flight Safety and Airworthiness in general as well as on specific issues giving references of past incidents/accidents. These courses should be of mandatory nature.
- Provide courses for owners and senior executives of operators

so as to make them realise the importance of Flight Safety and Airworthiness. Consequences of inadvertently forcing the employees in avoidable hazardous situations should be impressed upon.

28. Chief Flight Instructors should be checked for Instrument Rating (IR) procedures and proficiency on Instrument Procedure Trainer (IPT) or aircraft at least once in a year instead of oral check being presently done at DGCA Headquarters.

29. The Flying Instructors should also be subjected to annual checksiefreshers. Such training/checktefresher should be carried out by the DGCA approved institute/organisation having necessary infrastructural facilities.

30. The pilots of small aircraft operators flying to critical areas, including hilly terrain, semi-prepared air strips and uncontrolled air fields should be subjected to route and airport familiarisation flights under Check PiloHnstructor/Examiner.

31. Only selected Flying Clubs which meet the minimum requirements in respect of facilities should only be allowed to impart Commercial Pilot Licence (CPL) training. The other Flying Clubs can continue training upto Private Pilot Licence (PPL).

32. Open rating licence requirements should be reviewed and minimum requirements for technical knowledge should be laid down before giving approval for flying different types of aircraft.

33. Training procedures and syllabus should be reviewed for suitable amendments/additions with specific emphasis on advanced technical subjects.

34. Pilots from small aircraft operators should also be subjected to recurrent training and be exposed to safety seminars and workshops addressing various operational and safety issues, including Cockpit Resource Management (CRM).

35. For issue of CPL, there should be a minimum requirement of 20 hours instrument flying on simulator.

Applicable to flying training Institutes

36. There should be strict enforcement by the Hying Training Institutes of standards stipulated in CAR Section 7, Series 'O', Part-1 relating to approval of flying training Institutes, through Safety Audits/Sport Checks^urveillance Checks both internally as well as by the Regulatory Agency. In this regard, every Flying Club should have a designated Flight Safety Officer for conducting internal Safety AuditsSpot Checks and Surveillance Checks.

Applicable to Aircraft Acquisition Policy

37. The application fee for grant of initial NOC for operation of a transport services, should be prescribed according to the category of operation. The fee limit should also be reviewed. Similarly, the fee for each extension in validity beyond the normal prescribed period for initial NOC as well as for renewal of operator's permit should also be categorised and reviewed.

38. The application for grant of NOC should be placed before the Aircraft Acquisition Committee (AAC) of the Government only after getting prior security clearance of the Directors associated with the applicant company from the Ministry of Home Affairs.

39. A time-bound schedule for completion of each stage involved in the process by the Ministry of Civil Aviation, DGCA and the Applicant himself should be worked out and approved by AAC.

40. There should be a clearly laid-down policy by the Airports Authority of India (AAI) for allocation of Base of operation and parking space at the airport for different categories of aircraft operators.

41. The permission for import / acquisition of a specific aircraft be recommended by the AAC only after the company has taken all the necessary steps. A compliance statement in this regard should be submitted by the applicant to the AAC.

42. In order to follow uniform procedures and standards with a view to ensure proper maintenance, flight safety and security of their operations, the import permission for aircraft for 'private' use should also be brought under the purview of AAC.

43. An Autonomous Economic Regulatory Authority (AERA)

under the administrative control of Ministry of Civil Aviation should be created for economic regulation, *inter-alia,* of air transport services in the country.

Applicable to Airports Authority of India (AAI)

44. Allotment of hangar space at the airports should be allowed for agencies/organisations who want to establish Aircraft Major Maintenance set-up but do not own any aircraft. In addition, the lead time for allotment of airport space should be reduced reasonably.

45. Concerned agency of AAI should hold bi-monthly meetings at the airport with representatives of small aircraft operators in which issues related to operations and maintenance of aircraft and infrastructural facilities required thereof should be discussed and timely action taken to resolve the problems. Records of these meeting should be properly disseminated to all concerned.

46. AAI should make their web site more comprehensive so that data pertaining to various air-Melds can be obtained by the operators for their flight plans.

47. Airport systems should be made more user friendly, so that the operations by small aircraft operators are made easier. A sub-office of Air Traffic Control (ATCyAAI should be opened near to the operational establishments of small aircraft operators to help in filing of flight plans, briefings, payment of charges etc. AAI should make a system to accept lump-sum amount in advance from small aircraft operators to avoid payment in cash at the last moment which would help in saving time prior to commencement of their flights.

48. The issue of extension of watch hours by ATC at several stations, as per the requirements of small aircraft operators, as well as the fee structure for charging for such extension, should be duly considered and resolved by AAI in consultation with the operators.

Applicable for mitigation of problems encountered by small aircraft operators.

49. In order to reduce cost of maintenance for small aircraft operators, there is a need to share equipment-test benches and other appropriate facilities available with large scheduled operators at

reasonable cost. In this regard, DGCA should obtain and disseminate information on capability listing of various maintenance organisation in the country.

50. The technical staff of small aircraft operators needs to be trained and exposed towards Quality Assurance Tasks. Training in this area should be upgraded and include proper documentation and maintenance of QC records and stringent monitoring of stipulated requirements. This training course should be a pre-requisite for approval of Quality Control Manager for small aircraft owners/operators.

In order to standardise such courses, DGCA should approve training establishments having appropriate infrastructure for conducting such courses. Larger Operators who already have such infrastructure can aiso be authorised for imparting this training at reasonable cost. Efforts should be made to establish one or two training establishments of this nature in each Region of the country i.e. Delhi, Mumbai, Kolkata, Chennai' Hyderabad to enable the small aircraft operators in these regions to have their choice of training centers.

51. Bureau of Civil Aviation (BCAS) may look into the possibility of issuing passes for regular employees of small aircraft operators working at the airport for a duration of a year.

52. BCAS should look into the possibility of approach of ambulances upto the aircraft for transportation of serious patients when they are flown by small aircraft operators after having ensured the laid-down security aspects.

53. The Customs Authority should recognise the Certificate issued by DGCA about aircraft parts imported by the small aircraft operators. This would reduce difficulties pertaining to documentations being faced by the operations in customs clearance of aircraft spares/components.

54. There should be a system for small aircraft operators for sharing of information on aspects of airworthiness and flight

safety amongst themselves and also with larger operators through their Association.

55. Concerned agencies should look into the possibility of reviewing taxes/levies on aircraft fuel (ATF/Avgas), Inland Air Travel Tax (IATT), import of aircraft spares, airport charges etc. in order to bring down the cost of operation for small aircraft operators. Since this issues involves various Government Agencies, it is proposed that a Sub-Committee may be nominated by the Government consisting of appropriate personnel from the concerned agencies to give their recommendations for making the small aircraft operations cost effective on sustained basis.

Norms for expansion of fleet

3089. SHRI N.K. PREMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of Aircrafts above ten years old used by the Airlines companies in India;

(b) whether there are any proposal with the Airlines companies to replace their ageing fleet;

(c) if so, the details thereof;

(d) whether any norms are maintained for the expansion of fleet; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) 22 aircraft in Air India's fleet, 41 aircraft in Indian Airlines fleet, including Alliance Air and 5 aircraft in Sahara Airlines fleet are more than 10 years old.

(b) and (c) Indian Airlines has already initiated a proposal for acquisition of 43 aircraft to meet its fleet requirement both for replacement and for expansion during 2003-04 to 2007-08.

As part of Air-India's fleet rationalisation plans, 3 more A310-300 aircraft are proposed to be inducted on dry-lease basis and 2